





## Intimations.

### DAKIN, CRUICKSHANK & CO., LIMITED.

#### DISPENSING CHEMISTS.

WHOLESALE AND MANUFACTURING  
CHEMISTS AND DRUGGISTS, AERATED  
WATER MANUFACTURERS, WINE  
and SPIRIT MERCHANTS,  
&c., &c., &c.

WE have the pleasure to announce that this Company, formed and registered in Hongkong, has taken over the Business hitherto carried on here and elsewhere by Messrs. DAKIN BROS. OF CHINA, LIMITED, and Messrs. CRUICKSHANK & CO., LIMITED, together with all ASSETS and LIABILITIES.

The support hitherto given to the late Firms will, we trust, be continued to us.

QUEEN'S ROAD CENTRAL, HONGKONG.  
Hongkong, 1st July, 1892.

A. S. WATSON & CO., LD.

WINES AND SPIRITS.

WE invite attention to the following Brands, all of which are excellent quality and good value for the money.

The same being specially selected by our London House, and bought direct from the most noted Shippers, are imported in wood and bottled by ourselves, thus enabling us to supply the best goods at moderate prices.

In ordering it is only necessary to state the name and quantity of Wine or Spirit wanted, and initial letter for quality desired.

PORTS. (For Invalids and general use).

	Per doz.	Per Case.	Per Bot.
A. Alto Douro, good quality, Green Capsule	\$10	\$1.00	
B. Vintage, superior quality, Red Capsule	12	1.10	
C. Fine Old Vintage, superior quality, Black Seal Capsule	14	1.25	
D. Very Fine Old Vintage, extra superior, Violet Capsule (Old Bottled)	18	1.50	

## SHERRIES.

A. Delicate Pale Dry, dinner wine, Green Capsule	6	0.60	
B. Superior Pale Dry, dinner wine, Green Seal Capsule	7.50	0.75	
C. Manzanilla, Pale Natural Sherry, White Capsule	10	1.00	
D. Superior Old Dry Pale Natural Sherry, Red Seal Capsule	10	1.10	
E. Very Superior Old Dry Pale choice Old Wine, White Seal Capsule	12	1.10	
F. Extra Superior Old Pale Dry, very finest quality, Black Seal Capsule (Old Bottled)	14	1.25	
	Per Case.	Per Bot.	
	1 doz.	2 doz.	3 doz.

## CLARETS.

A. Superior Breakfast Claret, Red Capsule	4	\$4.50	
B. St. Estephe, Red Capsule	4.50	5.00	
C. St. Julien, Red Capsule	7	7.50	
D. La Rose, Red Capsule	11	12.00	

## MADEIRA, HOCK AND CHAMPAGNES.

FULL PARTICULARS OF THE VARIOUS BRANDS IN STOCK ON APPLICATION.

Per doz. Per Case.

## BRANDY.

A. Hennessy's Old Pale, Red Capsule	\$13	\$1.20	
B. Superior Very Old Cognac, Red Capsule	15	1.40	
C. Very Old Liqueur Cognac, Red Capsule	20	1.75	
D. Hennessy's Finest Very Old Vintage Cognac, 1875	30	2.50	

## SCOTCH WHISKY.

A. Thorne's Blend, White Capsule	8	0.75	
B. Watson's Glenorchy, Mellow Blend, Blue Capsule with Name and Trade Mark	8	0.75	
C. Watson's Abouloir-Glenorchy, Red Capsule, with Name and Trade Mark	8	0.75	
D. Watson's H. K. D. Blend of the Finest Scotch Malt Whiskies, Violet Capsule	10	1.00	
E. Watson's Very Old Liqueur Scotch Whisky, Gold Capsule	12	1.10	

## IRISH WHISKY.

A. John Jameson's Old, Green Capsule	8	0.75	
B. John Jameson's Fine Old, Green Capsule	10	1.00	
C. John Jameson's Very Fine Old, Green Capsule	12	1.10	
D. Genuine Bourbon Whisky, fine old, Red Capsule, with Name	10	1.00	

## GIN.

A. Fine Old Tom, White Capsule	4.50	0.40	
B. Fine Unweathered, White Capsule	4.50	0.40	
C. Fine A. V. H. Geneva	5.35	0.50	

## RUM.

Finest Old Jamaica, Violet Capsule	12	1.00	
Good Leonard Island, \$1.50 per Gallon.			

## LIQUEURS.

Benedictine	Maraschino		
Curacao	Herings Cherry Cordial		
Chartreuse	Dr. Slegers' Angostura Bitters, &c.		

PRICES ON APPLICATION.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

Established A.D. 1841.

Hongkong, 4th February, 1892.

## For Sale.

### NOW READY.

[PUBLISHED BY AUTHORITY.]

THE HONGKONG DIRECTORY AND LIST FOR THE FAR EAST FOR 1892.

THIS Valuable Work, with many NEW ADDITIONS AND IMPROVEMENTS, IS NOW READY.

PRICE THREE DOLLARS.

Orders for Copies of THE "HONGKONG DIRECTORY" may be sent to the following Agents:—

HONGKONG.—Mr. W. Brewer.

—Messrs. F. Blackhead & Co.

—Messrs. Heurmann, Herbst & Co.

—Messrs. Kelly & Walsh, Limited.

—Messrs. Lane, Crawford & Co.

—The Hongkong Trading Co., Ltd.

—Man Yu Tong, Hollywood Road.

MACAO.—Messrs. A. de Mello & Co.

AMOV.—Messrs. N. Moalio & Co., Ltd.

FOCHOW.—Messrs. H. W. Churchill.

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PARIS.—Messrs. Amédée Prince & Co.

LONDON.—Messrs. Amédée Prince & Co.

or to

"THE HONGKONG TELEGRAPH" Office.

Pedder's Hill

Hongkong, January 31st, 1892.

The Hongkong Telegraph.

HONGKONG, THURSDAY, JULY 14, 1892.

## TELEGRAMS.

THE GENERAL ELECTION.

LONDON, July 12th.

The Liberals have gained fifty seats, the other parties remaining unchanged.

The Press anticipates that Mr. Gladstone will obtain a small but scarcely a working majority, including Irish and Labour members, whose allegiance is doubtful.

## LOCAL AND GENERAL.

AN inquiry into the circumstances connected with the death of the coolie who died from the effects of the injuries received on the High Level Tramway yesterday, will be held at the Magistrate's Court to-morrow morning.

WE are informed by the Agent of the O. & O. S. S. Co. that the steamship *Gallea*, with mails, &c., from San Francisco to the 25th ult., via Honolulu, has arrived at Yokohama, and will leave for this port to-morrow morning.

A TELEGRAM was received in Shanghai on the 8th inst. from Chinkiang stating that Mr. Pearsall, the chief engineer of the *Taiyoo*, was missing from his ship. He left Shanghai early on the 7th and was missed from the vessel outside Wusong.

THIS afternoon a coolie employed in discharging earth from a lighter alongside the reclamation works at the back of the City Hall missed his footing and fell into the water, where he is about 15 feet deep at the spot where he fell. The man was seen to the surface, and the body was recovered about an hour afterwards by a Water Police lark who dived for it several times, finally bringing it to the surface.

AMERICAN railway managers are now working hard to realise, in time for the opening of the Chicago Exhibition, their dream of running a train from New York to that city in sixteen or seventeen hours. With regard to the increased risk of accident from greater speed, managers are inclined to the belief that the faster a train runs, the more likely would be to derail any impediment on the track. This "our countrymen" will doubtless prove in the Exposition season. Hard lines on those present when the experiment is made!

A CHINESEMAN bereft of his senses and minus a stitch of clothing was on view in a cell in the Central Police Station to-day. He was caught by a couple of *lutangs* in Square Street this morning roaring like a bull on the war-path and rushing about the streets in a state of absolute nudity. He fought like a demon when arrested, and raved furiously when locked up. Indeed so uproarious did his conduct become that it became necessary to put the unfortunate creature and attach a pair of steel bracelets to his wrists, after which he could be kept but little else than dumb about his cell and make faces at passers-by. He's in the asylum now!

MISSIONARY work among the Chinese in Georgia would appear to be of a rather novel character, judging from the following telegram from Atlanta (Ga) which appears in a San Francisco contemporary:—Church circles are greatly agitated this evening over news from Vinings station, where members of the Christian Church were holding a picnic. The Church has a large Chinese class and a young woman is assigned to each Chinese for other to train him up. With this intimation the Chinese closed up their washhouses to-day and went to the picnic. A baseball game between teachers and pupils was played. The women made 19 runs and the Chinese 20.

At one time the prosecution of coolies for dumping rubbish in the harbour was so frequent occurrence as to call for but little notice, but since the reclamation of portions of the harbour the nuisance has almost entirely stopped, for the rubbish carriers, invariably dump their loads where no admittance works are going on at the same time holding risk of an interview with the Harbour-master, and explain why he dumped a lot of rubbish to the harbour a little to the eastward of the Admiralty torpedo depot, Kowloon. The old wheeler "no saves" was not good enough for the magistrate who promptly forwarded the culprit to the Reformatory where he will remain for seven days and nights and be herded with criminals of various kinds who will doubtless teach him how to earn a more profitable livelihood, though less legitimate, than falls to the lot of an ordinary hard-working rubbish-walker.

THE Canadian Pacific Railway Co.'s Royal mail steamer *Empress of India* from Hongkong on the 9th inst., arrived at Nagasaki at 7.30 a.m. and left again at 6 p.m. to-day, for Vancouver, via Kobe and Yokohama.

MESSRS. JARDINE, MATHESON & Co. having purchased the French steamer *Metam* at Saigon for a bulk are, says the *N. C. Daily News*, sending down a crew by the *Calliope* to man the steamer and bring her to Shanghai.

One of the coolies injured on the Tramway line yesterday died from the effects of the injuries he sustained, as reported. The other two victims are progressing as favourably as could be expected under the circumstances. The cars are running again, much to the delight of Peak residents and to the utter disgust of chair-coolies in general.

THE work of constructing the Lancashire, Derbyshire and East Coast Railway has been commenced without any undue delay. The contract for the central section of the railway has already been let. Huts for the accommodation of the navvies have been erected at Bolton, and some of the plant used in constructing the Manchester Ship Canal has been obtained. At Menail Dale, a secluded valley in Derbyshire, the line will be carried on a viaduct 272 ft. in height—the highest in the Kingdom. The road viaduct, over Louisville, United States, is 6 ft. lower than this. It was erected in ninety-six days, and has safely borne the wear and tear of traffic since 1877.

THE business results of the North German Lloyd line during the first quarter of the current year have been, according to *Kuhsow*, considerably behind those of the same period of the preceding year. The prospects for the future are anything but bright. The loss of the *Edgar* and other expenses caused by collisions and the like, have caused an increase in the debts. For this month of March the North German Lloyd paid m. 52,000, and for the month of April m. 57,000 to the union of continental steam companies on account of the additional passengers forwarded by them, which caused their receipts to rise higher than their proper share. In spite of this there was an increase of 2,400 persons by the end of April on the number for the first quarter of 1891.

TO-DAY'S SHIPPING RETURNS.

Inward.

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account as had been stated. His Lordship did not believe that he was at all responsible for the offence. Judgment against plaintiff as regards the first defendant, with costs; and for the plaintiff as regards the second defendant, also with costs.

## THE STANLEY "VARIETIES"

Last night the "Awhia" again appeared in their most popular line, "Variety Entertainment," with a new programme which was almost as successful as the last. Two great attractions, however, were missing: the Old Man himself was missing from the stage, and Tommy Empson did not figure on the stage at all, his corner being occupied by a new man, Mr. Nolan. The audience was well pleased, however, and frequently and heartily expressed its approval, crying loudly after the style copyrighted by Oliver Twist.

Miss Nelly de Lorme scored strongly and deservedly in "Pretty Blue Eyes," which was well received, and a few ballad-singers ever after. The audience insisted on an encore, and would have liked to hear some more. Miss Ada Maitland was also recalled for her singing of "Sweet Bird," and Miss Fanny Stanley's "Cricket on the Hearth" was really excellent. Several nigger-songs introduced by Mr. Durish were apparently received, but seem to have a natural genius for being grotesque, and when he sang his mouth was not so much of him. Miss Clara Deaver sang "A Little from My Baby's Head" in her usual clear and ringing voice. "Ta-ra boom de-ay" fell rather flat, owing to the fact that the company sat down to it. Fancy sitting still and doing nothing while singing it! The first part of the programme was brought to a close by the daring impersonation of the corner men, who would make their mark as acrobats anywhere.

In the second part Miss Tilly Lake and Miss Florida Stevenson appeared in a double song and dance, "Kiss me sweet." The duet was all right—these two artists can always be relied on for pretty and graceful dancing; but the song was slightly "ho!" Miss Fanny Stanley, in a dress which suited her beautifully, sang a comic song hitting off the weaknesses of the gilded youth, and provided some more than in her own line she cannot be beaten. After some more of Mr. Durish's original humor, Miss Trilby revealed herself in a charming costume and went through an exceedingly graceful dance of an entirely new character, which fully merited the hearty applause it elicited. After his came the hit of the evening, Miss Clara Deaver in "Jessie's Dream." Attired in a classical costume, she rendered this stirring ballad, one of the finest ever written, with all the sweetness and fire characteristic of the wildest songs of its type, and her success was tremendous. As an encore Miss Deaver gave "Annie Laurie," which was heartily received, and she had to sing for the third time with "Robin Hood." Miss Deaver was in her best voice, and then after three such trying songs she appeared to be as fresh as ever. Mr. Hayman was encored for a violin solo, in which the gymnastic scale-jumping trick was rather prominent. Miss Tilly Lake followed with a Highland fling, which, if not exactly the same as in the Gramophone, was still very good indeed, and quite brought down the house. The evening concluded with a negro-styled song, and a few more of the company which was distinctly better than the preceding specimens of this style of entertainment.

To-night, the good old *Ping-fo*, which is sure to draw a good house and to satisfy the expectations of the public. To-morrow the pantomime "Blue Beard" will reappear, and on Saturday "Paul Jones," in which the company acts.

## THE "SAGALIE" IN A TYPHOON.

(FROM A CORRESPONDENT.)

We weighed anchor and left Hongkong at 12.15 p.m. on 29th June in a severe rain squall which lasted until we got well out to sea, where we found a high sea running with strong moonlight; the sails were set, and the ship was under way, whilst attempting to get sail on the men made the lack of the sail carried away and was with difficulty secured. The wind was from the north-east, and the ship rolled heavily and the awnings were fouled with much difficulty, and the hatches battened down, whilst the sail on the mainmast had to be cut away and hauled inboard. The engines were now slow and before midnight it was found necessary to run before the wind. An erratic course was now steered until 7 a.m. the next day, when the storm had been abated. The storm was at its height between 1 a.m. and 5 a.m. During these hours the ship rolled so heavily that it was impossible to keep in a bunk. Large volumes of water came through the skylight, flooding the main deck and cabins and baggage floated about gaily. All hands were up, and the breakage of glass and crockery and knocking about of loose gear added to the confusion. It would appear that with a severe blow from the *Sagalie* the Captain having made enquiries before leaving Hongkong and been told that the weather might be expected, and there was no warning from our useful Observatory. Fortunately there were only about a dozen first class passengers and the same number in the second cabin or things might have been made more dreadful by the sight of some of them. As it was, the few children on board yelled as each sea came on board, and some of the older passengers were equally frightened, and many told me the following day, after the storm, that they thought it was all "up" several times, as occasional gusts of wind struck the ship she stopped dead and the sensation was as if she had struck the shore. Fortunately our brave skipper, Capt. Honey (otherwise known as Captain Typhoon), he having been in about ten years in all kinds of battling with China Sea storms, on much more damage to the ship might have resulted. As it was the damage sustained is but small, and includes very little of any consequence.

On the 30th of June towards the evening the wind and sea abated and it became once more possible to stand or sit in comfort and to talk over what we had been through. The only fault that could be found was that such volumes of water flooded the saloon and main deck.

On the 1st of July the weather had moderated to a fairly strong S.W. monsoon and quiet sea. We were to-day at noon







